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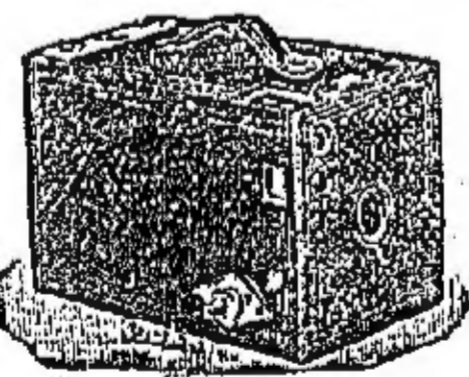
Hongkong, 24th August, 1904. [a1153]

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Hongkong, 10th June 1903. [a1802]

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[a2241]

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[a2106]

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Hongkong, 22nd August, 1904. [a2045]

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[31]

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The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, SEPTEMBER 16TH, 1904.

If all Russians were like Mr. GABRIEL WESSELSKY, or, to be less exacting, if all Russians occupying positions of authority and responsibility were of his kidney, we should find the regard in which his country is held materially altered, and the hopes he entertains more likely of fulfilment. We have been reading a copy of an address which that popular London journalist delivered about a couple of months ago to the Central Asia Society of London; and are impressed by its exceedingly reasonable tone. In these degenerate days, when wars and rumours of wars, as well as the increasing hustle and bustle of existence, have made men's nerves too tense, and their impulses somewhat hysterical, it is something to find a man with a message who has himself strictly under control. When we find Reuters informing us almost in a breath that the Daily Telegraph has one day beset the Japanese with praise, and the next accused them of a great political blunder; when even the Times loses its temper (as it evidently has done) over an incident like the expulsion of one of its reporters from St. Petersburg; when all the war correspondents, both reputable and reputationless, who came to worship all things Japanese, and remained to abuse them, because the Censor "queered their pitch"; when we find such easily provoked prejudices, it is no small thing to come across a Russian literary man dealing with a vexed topic like the "Saffron Scarf" without the dignity and reserve of a Supreme Court Judge. Those who have heard of Mr. WESSELSKY only as the London representative of the

"Daily Mail" of St. Petersburg—the *Novoye Vremya*—will be all the more surprised to find moderation in a member of that notorious journal's staff. Mr. WESSELSKY, however, neatly dissociated himself from his rabid colleagues by remarking that his views would in no way engage his journal, in which "no strict unity of opinion is insisted upon, and permanent contributors have a wide latitude." In this address, he followed the chairman, the Rt. Hon. Sir ALFRED LYALL, G.C.I.E., in pleading for an Anglo-Russian *entente cordiale*. When he came to speak of the awakening of the Asiatics, he said: "It is impossible to speak of it without mentioning Japan. I am in no danger of forgetting that I am addressing her allies. Even if it were not so, Japan would still have a claim on my courteous consideration. National policy, as well as national pride, forbid me to disparage an adversary. But it is no disparagement of the Japanese to disagree with their over-zealous friends who pretend that they are not Asiatics at all, but a race apart. Race, language, culture and traditions make them Asiatics; and it would rob Japan of her strongest claim to the world's respect if she were dissociated from Asia." And later he added the illuminating remark that "Our contempt for Asiatics is based only on our acquaintance with the Mongol and Turanian tribes which established themselves on the ruins of ancient and highly civilized empires and have stereotyped the decadence which they produced." It is true that there have been many idle attempts to prove that the Japanese are not Japanese at all. The western world, surprised to find that its notions of the Asiatic were rudely disturbed by closer acquaintance, and reluctant to correct its impressions, has thus sought to put a monkey's head on a fish's tail and call it a mermaid. Not long ago, a contributor to this paper dealt with a curious suggestion that the Japanese had a Jewish origin. European and American observers, unable to believe that a good thing may come out of Nazareth, have noted the astonishing progress of modern Japan, and have asked: Can these things be done by mere Asiatics? Then they invented a fable of the Japanese being a remnant of the population of a sunken continent. Unconscious of the implied insult, some of the Japanese themselves have felt obliged to follow suit. Mr. Kiyoshi KAWAKAMI, M.A., full of American learning, has quoted DE QUATREFAGES on "The Pigmies," and many others, to show that the first inhabitants of Japan disappeared before "a superior race of new-comers," and that these in turn gave place to a third race "superior both intellectually and physically," who took part in that same great Aryan trek which was responsible for the European parent stocks. As Mr. KAWAKAMI puts it: "When we first catch sight of ancient England, we see an Aryan settlement fishing in wattle canoes, and working the tin mines of Cornwall. The hypothesis of an Aryan migration into Japan is not more wonderful. . . Both eastward and westward the Aryans moved along open water routes." If we accept his hypothesis, we have a stronger reason than ever for the Anglo-Japanese alliance, blood having in both fact and proverb a greater consistency than water! Even then, the English are Europeans, and the Japanese Asiatics, and their points of dissimilarity remain greater than the likenesses founded on their respective national genius and joint humanity.

We have left it too late now to quote as extensively from Mr. WESSELSKY's address as it deserves. He throughout pays the most ungrudging praise to the Japanese, showing excellent discrimination of their better qualities and successes. When he comes to the "meat" of his address, however, we find that he is, after all, a victim to what we have, avoiding a now wearisome phrase, referred to in an alliterative alternative. There is, he says, no "Yellow" peril, but he seeks to prove, on information derived from "English sources," that Japan is insidiously dominating China, the Philippines ("but for the Spanish-American war, the Philippines might now have Asiatic masters"), the Hawaiian group, Siam, British India (), Persia, &c. &c. Now, Mr. WESSELSKY was careful to emphasise that all his information was from English sources, and we would fain believe—we wish to say this inoffensively—that English sources are more reliable than, well, some others. Unfortunately, Mr. WESSELSKY cites his authorities, and we are vastly amused to see the importance he has attached (by copious quotations and frequent references) to Mr. STEPHEN ENGLAND, one of the *Daily Mail's* special correspondents in Tokyo, himself an enthusiastic friend of Japan, and writing in

a decidedly pro-Japan organ." We are amused, because we have the highest possible authority for saying, with BERTY PRIG more, that "there ain't no such person"; that that particular contributor to the *Daily Mail*, so far from being "correspondent in Tokyo," never spent twenty-four consecutive hours in Tokyo; and that when he says (*vide Daily Mail*) "I could give a long list of notable men representing all the East who have been conferring with the leaders of Japan"—or, for that matter, when he says anything else whatsoever—his astounding informations should be taken with a very, very big pinch of salt indeed. We would not mention his real name for worlds, for he was a vastly entertaining and likeable young man; but it is sufficient commentary on the *Daily Mail's* authoritative pronouncements on questions of the *well-politick* to say that this particular special correspondent was an enterprising American youth, who had drifted into Japan, applied to the *Daily Mail* when war broke out, and was hurriedly engaged and "starred" with *Mail* headlines under the pseudonym that Mr. WESSELSKY has cited as the name of an important authority. The youthful author of the "Yellow Whirlwind" was too tempestuous even for the *Mail*. Further Munichians from Corea, whither he was sent after a few weeks' residence in Yokohama, caused his speedy withdrawal and retirement to the United States, where we believe, and trust, he is doing equally vivid work of the same orange and green combination of colour. From what we know of Mr. WESSELSKY, who is an able and respected member of the English journalists' association at home, we rather think he will, on hearing the true facts, hasten to withdraw his theory, and renounce his present belief, that Japan is committed to a policy of "Asia for the Asiatics." Or, on second thoughts, he would do better to modify it, and proclaim the watchword of the real movement as "Asia for the Japanese."

Yesterday's plague return: nil.

Russia has announced a new issue of notes.

The lightship *Newchwang* has taken up her station off the entrance to the Liao River.U.S.S. *San Francisco*, cruiser, from Shanghai, is anchored at the foreign man-of-war anchorage.

Sir John Keane, Private Secretary to Sir Henry Blake, has returned to Ceylon after a holiday at home.

It is reported that four exported from America to Japan will have to pay a war duty of ten cents per bag.

The British Vice-Consul at Seoul reports that Canadian lumber might find a market in Corea, for it is cheaper to import lumber from America than to bring it down from Northern Corea.

Kang Yu-wei proposes to further study British institutions and methods of government. He paid a visit to the House of Commons on 3rd ult., and was conducted over the precincts.

The Home heat record for the year was again broken on August 4th, in London the maximum shade temperature reaching 91 degrees. Terrible thunderstorms occurred throughout the country, accompanied by a dust storm, hail, and a hurricane.

Mr. Sorabjee Dhunjeebhoy Setna favours us with the following telegram he received:—The return cricket match between the Parsees and the Presidency Teams has broken off owing to insufficient number of Parsee players, and to the rains.

The *Universal Gazette* remarks seriously that although Chang Chih-tang's hair is dropping off, he is attending to his official duties as usual. Usually, it is only when a little moon has risen to his cranial zenith that the "foreigner" begins to attend strictly to business.

On Saturday the V.R.C. hold an off-day of their aquatic sports. The events are: Final for Water Polo Shield, "A" team v. "B" team; greasy pole, tab race, team race, obstacle race and consolation race. Mrs. Barnes-Lawrence will afterwards present the prizes.

The public auction of valuable leasehold property in Queen's Road Central and Hillier Street, which was announced to take place to-day at the offices of Messrs. Hughes and Hough, the auctioneers, has been postponed until next Friday, the 23rd inst.

Messrs D. Smith, D. O'Keefe, R. G. McEwen, W. S. Bissell, and J. A. Bullen, have joined the Hongkong Volunteers. Sergeant A. P. Nobbs and Gunner C. W. Doughton have resigned. Messrs J. Baker, D. Kyle, and E. Hooper, having left the Colony, are struck off the strength.

By kind permission of the Commander of Police, the String Band will play the following programme of music at the Macao Hotel on Saturday evening: March, Coaching Party, C. Weber; Overture, Jolly Students, C. Weber; Waltz, Christmas Dreams, P. Bocalossi; Selection, Maritana, Wallace; Schottische, Eliza Johnson, C. Weber; Love's Old Sweet Song, J. L. Molloy; Waltz, Lystra, Ziehrer; Galop, Hairy Barty, S. Hosfeld.

The report of the judgment delivered yesterday by Capt. L. Barnes-Lawrence in the Marine Court in the *Wing Chai* and *Ying King* case will be found on page 5.

Mr. John Merrilleas Masson passed his first class engineer's examination yesterday, and Mr. Alexander Thomson his second class engineer's examination. Both candidates were examined by Mr. James Macdonald.

A Tokyo telegram dated 8th September says:—The Japanese Government has decided to open a Consulate at Changsha, a newly opened port in Hunan, and all the preparations to open the consulate are ready, and the consulate will be treated as a branch of the consulate at Hankow.—*Universal Gazette*.

H.M. Consul at Shimonoseki reports that a branch line from Usa on the Kiushiu Railway to Oita City, distance 40 miles, has been officially sanctioned. Also a short line of 11 miles from Kawasaki station, on the same company's line, to the coal mining district of Taiko in Fukuoka Prefecture.

H.M. Consul at Shimonoseki reports that the city council of that place invited tenders in November last for 2,000 tons of 14-inch iron pipes, and the tender of the Taneguchi ironworks, in Sagami Prefecture, at the price of £13,340, was accepted. Eight firms tendered, including two American, one British and one Belgian.

The British Vice-Consul at Hakodate reports that the item of fish manure imported into that port last year shows a substantial increase of some £50,000 in value and 8,000 tons in quantity. This article is imported exclusively from Saghalien, where its preparation affords employment to many thousands of Japanese fishermen.

The Mitsui Bussan Kaisha has sent us a report of coal shipments from five Japanese ports in 1902, 1903, and the first half of the current year. In 1902 it was 5,271,114 tons, in 1903 5,895,392 tons; and in the last six months the total reached 3,108,107 tons, of which the M.B.K.'s share was 1,273,543 tons.

We notice two or three eastward bound ships on the overdue list published in London papers received by yesterday's mail. They are *La Rochefoucauld*, which left New York for Shanghai on April 21st, the *Queen Elizabeth*, which left New York for Hongkong April 19th; and the *Wyndford*, New York April 30th for Shanghai.

The programme of the Shanghai autumn race meeting, to be held on the 1st, 2nd and 3rd of November, is to hand. There are seven events, including the Shanghai Gold Challenge Cup (value 500 guineas, to be won twice in all by ponies the bona fide property of the same owner or owners), on the first day; nine, including the Shanghai St. Leger (value, £1,750), on the second day; and nine, including the Race Club Challenge Cup (value, £1,500), and the Champion Sweepstakes (value, £1,800), on the third. There will, as usual, be an off-day.

With regard to the sinking of the German steamer *Theos* by the Vladivostok cruisers, the semi-official assurance is published that the circumstances of the case, which are said to be still wrapped in obscurity, are being duly investigated by the German Government, the result of which will determine the diplomatic steps to be taken. Government has invited the owner of the vessel to visit Berlin. The view taken in official quarters is that the vessel, like Midshipman Easy's foster-brother, was "only a little one," and that it is not worth while to make a bother about her.According to the *Koelenische Volkszeitung*, which is always well informed on Russian affairs, the Tsar is very generous to General Kuropatkin in money matters. The family of the Commander-in-Chief, at the Tsar's request, continues to draw his salary of 36,000 roubles as Minister of War. General Kuropatkin himself, in addition to magnificent allowances, has 200,000 roubles per annum while in the field. Just before his departure for Manchuria the Commander-in-Chief received a gift of 500,000 roubles. General Kuropatkin; when he received his command, was still a poor man, although for years he had filled a position which had enriched so many of his predecessors.

Mr. Joseph Walton, M.P., entertained Viscount Hayashi, the Japanese Minister, at dinner on 29th ult., at the Reform Club. Among the guests were Admiral the Hon. Sir E. R. Fremantle, Sir Thomas Jackson, Captain Kaburaki, Lieut.-Colonel Utsunomiya, Mr. Koswick, M.P., and Mr. Moon, M.P. Mr. Walton proposed the health of the Japanese Minister, and said his desire was by that party to cement the mutual feelings of friendship and goodwill already expressed by the Anglo-Japanese Alliance. Viscount Hayashi, in responding, expressed the hope that the feelings of intimate and cordial friendship between the people of Japan and Great Britain might long continue. He sincerely hoped for an early termination of the war.

By kind permission of Lt.-Col. Tremonger and officers, the Band of the 93rd Burma Infantry will play the following programme of music, at the King Edward Hotel, during dinner, to-day (Friday):—March, "The Belle of Bohemia" Ord Hume; Overture, "La Reine d'un Jour" Adam; Selection, "The Chieftain" Sullivan; Dance, "Nell Gwyn" Sullivan; Selection, "Three Little Maids" Rubens; Waltz, "Garden Party" Margis; Lancers, "The Savoy" Sullivan; "God Save the King."

Menu—Hors d'oeuvres—Sliced Tomatoes, Beetroot, Cucumbers, Caviare on Toast. Soup—Mock Turtle. Fish—Boiled Fish and Anchovy Sauce. Entrees—Grilled Fillet of Beef and Parsley Sauce, Pigeon of Sheep's Head, Roast Snipe on Toast, Joint, Roast Beef, Baked Stuffed Capon, Cold York Ham. Curry—Shrimp, Potato—Scotch. Vegetables—Boiled Potatoes, Sweetened Potatoes, Fried Julienne, Egg, Rose Ice Cream, Finger Cake. Dessert—Fruits in Season. Tea and Coffee.

THE WAR.

[REUTERS SERVICE.]

SASSULITCH WOUNDED.

LONDON, 13th September.

The *Morning Post* says it is stated that official Russian despatches received in London announce that General Sassulitch, commanding 5,000 men of the Russian rear guard south of Hunho, has been severely wounded and captured with 3,000 men.

AMERICAN NEUTRALITY.

LONDON, 13th September.

The Japanese Consul at San Francisco has protested against the United States allowing the Russian transport *Lena* to remain longer than 24 hours in port.An engineer who has inspected the boilers of the *Lena* reports that they are in bad condition.

RUSSIAN LOSSES AND GAINS.

LONDON, 13th September.

Reuters' correspondent in St. Petersburg wires that the unofficial estimate of Russian losses at Liaoyang and after is 40,000, which loss is being rapidly counterbalanced by heavy reinforcements. The General Staff states that General Kuropatkin since Liaoyang has been strengthened by two Army Corps and has now fully 300 guns. Owing to the enormous aggregation of troops at Mukden the food reserves are exhausted, and the strain on the Commissariat, which is enormous, is increased by the loss of food during the retreat. Torrential rains make further operations impossible for the present.

(From Northern Papers.)

PORT ARTHUR—SHORT OF AMMUNITION.

CHEFOO, 8th September.

The Russians have been firing upon the Japanese position from Golden Hill, but their shells do not reach their destination. On the 25th and 26th August the Russian shells reached Chaochangkow and killed many Russian soldiers.

The Russian authorities are offering prizes to the Chinese who get shells which have not exploded, giving them two dollars per shell, from which it can be surmised that shells are getting scarce in Port Arthur, and it seems that the Russians use the unexploded shells.

PORT ARTHUR FINISH.

CHEFOO, 7th September.

Junks come and junks go. Refugees are interviewed, and stories carefully taken down. The Japanese are making their final attack, are in fact knocking at the gate; still Port Arthur holds out. To-day I espied a tall son of Ind staggering under the weight of a bag of (650) roubles, saved in seventeen months as a watchman in Port Arthur. "When did you arrive?" I asked him. "Last night, Sahib. Which side English Bank?" I told him, and in return he informed me that the Japanese were within three miles distance of the New Town, Port Arthur, to northward. Facing them were the Russians—both entrenched and blazing away at each other with rifles. Four miles to the north-east the same thing was occurring, and my friend remarked "Next big fight, Port Arthur finish, Russian soldier say so." While not quite agreeing with him, I thanked him for his information.

NO! "A JOY FOR EVER."

At the busy junction of Wing Lok Street with Des Vaux Road is "Victoria Jubilee Fountain—1887." It is (now) an old iron affair with a leaky trough, but that does not matter, for water never flows now from its rusty taps, and, even if it did, a coolie would think twice before drinking from the corroded cups. A lamp, or what is left of one, surmounts it. The glass is broken and dirty. At night time there is no light. Beneath the bowl-shaped trough are broken bricks, fruit skins and other garbage. Its chief use now seems to be that of a "dossing keg" for coolies. It should either be made presentable, or removed.

WHO IS OUR SAIGON FRIEND?

The *Shanghai Mercury* received an extraordinary telegram from Chefoo on the 9th instant. It read: The scheme of coolie emigration from Shantung to the Transvaal has been temporarily blocked, owing to anonymous letters posted at Saigon having been received by the Governor of Shantung and the Tao-tai of Chefoo. The letters declare that the wages offered are one-sixth those paid Kaffirs, and that 75 per cent. of the coolies die. The conditions are asserted to be those of slavery, and the scheme is denounced.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 15th at 11.30 a.m. The barometer has risen in N. Japan and fallen slightly in China and the Philippines. Gradients are still very slight in the south, and light N.E. winds will be met with in the Formosa Channel and light E. to S.E. winds in the northern part of the China Sea. Forecast:—Light E. winds, fine.

SUPREME COURT.

Thursday, 15th September.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR HENRY S. BAKERLEY (CHIEF JUSTICE).
ACTION FOR PERFORMANCE OF AN AGREEMENT.

Wong Lut Yan, merchant, 151, Des Vaux Road, sued Tam Chak U, landowner, 61, Des Vaux Road, for specific performance of an agreement made between the plaintiff as vendor and the defendant as purchaser, on 28th May, 1903, for the sale by plaintiff to defendant of the Remaining Portion of Inland Lot No. 1,216 subject to a certain mortgage registered in the Land Office, and to the payment of \$27,500, portion of the principal sum of \$100,000 and interest. Plaintiff asked alternatively for \$10,000 damages. Hon. E. H. Sharp, K.C., barrister-at-law (instructed by Mr. R. Harding, of Messrs. Ewins and Harston, solicitors), appeared for the plaintiff, and Mr. M. W. Slade, barrister-at-law (instructed by Mr. F. X. d'Almada e Castro, solicitor), was for the defence.

Hon. Mr. Sharp in submitting the documents in the case stated that in the statement of defence, defendant stated that he paid \$6,150 bargain money on the faith of a representation falsely made to him by Cheung Fa Chan, the broker who was employed by the plaintiff to negotiate the sale of the property, to the effect that the property was let for \$650 per month when it was let only for \$250. He made a counter claim for \$6,150. Plaintiff denied that the broker had any authority to make such a representation as alluded to.

Mr. Slade said that about the end of May last year a broker called upon the defendant and offered for sale this property, which consisted of six houses, known as Richmond Terrace. It belonged to the plaintiff, and the broker was authorised by him in writing to negotiate on his behalf. The broker demanded a price of \$64,000. Afterwards the price of \$61,500 was agreed upon. Defendant did not know the property at this time. The broker informed him verbally that the property was let for \$650 a month, in consequence of which representation he agreed to buy it. He told the broker that there was nothing on the over-arching the sale to show that the rent was \$650 per month. Then the broker took away the order and brought it back with a paragraph added, stating that the rent was \$650. The bargain being arranged for, defendant went to look at the houses and found that only two of them were let, while the other four had been unoccupied for a long time.

Evidence was led, after which an adjournment was made till to-day (Friday) at half-past ten.

IN BANKRUPTCY.

BEFORE HIS HONOUR SIR HENRY S. BAKERLEY (CHIEF JUSTICE).

A DECEASED DEBTOR.

Mr. John Hays, of Messrs. Johnson, Stokes and Master, solicitors, appeared in support of a petition for a receiving order in the matter of Chan Kam, deceased, ex parte Li Kwan Ting. Administration, he said, had been granted in June to Mr. Seth as Official Administrator, and it appeared that the estate was insolvent at present.

The order was granted.

A BANKRUPT FIRM.

Wong Lin Wan applied for a receiving order in respect of the estate of the Fung Kee firm. Mr. P. W. Goldring, solicitor, of Mr. G. K. Hall Brutton's office, appeared in support of the application and put in an affidavit by the petitioning creditor stating that the debtor firm was indebted to him in the sum of \$2,777 on two promissory notes.

His Lordship made an order.

A BIG ESTATE.

In the case of Ng Yu San, ex parte Ng Shu Ting, Mr. F. X. d'Almada e Castro, solicitor, applied for a receiving order. He said the assets in Hongkong were about \$6,000, and out of the jurisdiction of the Court there were assets of about \$85,000, most of which were recoverable. Liabilities amounted to \$100,000.

The order was granted.

A CAPTIVE DEBTOR.

In the matter of Hong Hung Lung Lan, ex parte Leung Tai Tai, Mr. John Hays made an application on behalf of the petitioning creditor, a widow, for a receiving order, the debtor being indebted to her in \$600.

The order was made.

Mr. John Hastings, solicitor, appeared on behalf of the debtor, who is in gaol, and asked that he be released from custody. He was in custody under an Original suit on an order made for security.

Mr. Hays remarked that they had been served with no application.

His Lordship pointed out that the man was not in gaol under any Bankruptcy proceedings, and the Court was sitting in Bankruptcy.

Mr. Hastings contended that the proper method was to make application for his release in Bankruptcy.

His Lordship held to the contrary, and said he would consider the application on the following day.

Mr. Hays asked that the date of hearing any application be made later.

His Lordship said he had made a receiving order and they could not keep a man in gaol after he had been made bankrupt.

A DISCHARGE.

Frederick Nolte petitioned for a discharge from bankruptcy, and was represented by Mr. Goldring, who stated in answer to his Lordship that there was no opposition so far as he knew.

His Lordship said there would be a suspension of the operation. For how long?

The Official Receiver (Mr. Bruce Shepherd) thought about six months. He applied for the discharge on the ground that in his opinion the bankrupt could not pay a dividend of 30 per cent.

His Lordship granted the discharge subject to suspension for six months.

The Court adjourned.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held yesterday afternoon in the Council Chamber.

PRESENT:—

HIS EXCELLENCY THE GOVERNOR, MAJOR SIR MATTHEW NATHAN, C.M.G.

HON. COLONEL L. F. BROWN (Commanding the Troops).

HON. F. H. MAY, C.M.G. (Colonial Secretary).

HON. E. H. SHARP, K.C. (Attorney-General).

HON. L. A. M. JOHNSON (Colonial Treasurer).

HON. A. W. BREWIN (Registrar-General).

HON. CAPTAIN L. A. W. BARNES-LAWRENCE, R.N. (Harbour Master).

HON. P. N. H. JONES (Director of Public Works).

HON. SIR C. F. CHATER, C.M.G.

HON. DR. HO KAI, C.M.G.

HON. WRI A YUK.

HON. E. SHAWAN.

HON. GERSHON STEWART.

HON. W. J. GRESSON.

MR. S. B. C. ROSS (Clerk of Councils).

TAKING THE OATH.

H. E. the Governor took the formal oath of office before the formal business of the Council began. Hon. E. H. Sharp, K.C., and Hon. Gershon Stewart also took the oath and assumed their seats as members.

FINANCIAL.

The COLONIAL SECRETARY laid on the table Financial Minutes (Nos. 41 to 47) and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and the motion was adopted.

IMPORTATION AND INSPECTION OF ANIMALS.

The COLONIAL SECRETARY moved the following amendment of bye-laws made under section 16 of the Public Health and Buildings Ordinance, 1903: The Bye-law No. 1 under the heading "Importation and Inspection of Animals" has been amended and reads as follows:—No cattle, swine, sheep or goats shall be landed at Blake Pier, Queen's Statue Wharf or Murray Pier, and no such animal shall be landed at any wharf in Kowloon except the Police Wharf at Yau-mai, and swine at the Hung Hom Pier opposite the Slaughter-house. No such animal shall be landed at any wharf whatever between the hours of 6 p.m. and 6 a.m.

The ATTORNEY-GENERAL seconded, and the motion was agreed to.

NINTERS' QUARTERS AT THE CIVIL HOSPITAL.

The DIRECTOR OF PUBLIC WORKS laid on the table the following report of proceedings of the Public Works Committee at a meeting held on the 10th July.

The Chairman, Hon. P. N. H. Jones, said that at Sir Paul Chater's request, which was made at the last meeting of the Committee held on the 12th inst., he had asked for an explanation of the position from the Government, and the following statement, which he read out, made it quite clear:—The correspondence shows clearly that the Nursing Institute dissociated itself from the Government Nursing Establishment altogether, and shows that Government officers to build a four-roomed house for the nurses of the private institution (Hongkong Nursing Institution), but that no site was fixed on. Subsequently the Hongkong Nursing Institution obtained a grant of \$12,000 in lieu of the provision of such quarters, and there the matter rests. The Government has not promised any particular site to the Hongkong Nursing Institution. Sir Paul Chater said it was as well to have this on record. The Chairman then put to the vote the matter of the extension of the present Government Civil Hospital Staff Quarters for the sisters, at an estimated cost of \$26,000, and it was unanimously agreed to.

THE REVISED ORDINANCES.

The ATTORNEY-GENERAL moved as follows:—Resolved that the thanks of the Council be conveyed to Sir John Worsell Carrington, C.M.G., formerly Chief Justice of Hongkong, for his services in carrying through and completing the revised edition of the Colony's Ordinances.

He said—Sir, I have very great pleasure in proposing this resolution standing in my name, that the thanks of the Council be conveyed to Sir John Carrington for the excellent work he has done in the revised edition of the Ordinances. It is difficult to realise the amount of care and judgment and labour which is involved in a work such as this. Sixty years' Ordinances have had to be considered, and all these Ordinances which have expired by this time, or which have been expressly repealed or ceased to be of any useful purpose—all these have had to be deleted. Of the rest, a very large number, nearly 60 or 80, relating to one object-matter, have been consolidated, and for the purpose of consolidation have had to be re-arranged. Naturally this work has taken time. I think the Council authorised the work in 1901. Hon. members who were in the Colony with Sir John Carrington at that time will remember what a large part of his leisure he devoted to the work. Since then, I believe, he has devoted his leisure still further after his return to England. But it has been no doubt to Sir John Carrington a labour of love. His only possible return will be the pleasure of performing a public duty and serving this Colony. Sir, I do not think we can forget a wish he expressed when he volunteered to do this work. He said he thought when the Ordinances had once been thoroughly revised that they should be done again every ten years, that they should be periodically published, and that that period of time would be about right. Considering the growing needs of this Colony and the inevitable need of legislation here I do not think his suggested ten years was too short a time. No doubt the work in future will be comparatively light with this foundation to build upon, as Sir John Carrington has

had all the Ordinances to deal with, whereas future editors would have only those which had been enacted in the foregoing ten years. The Colony owed him high thanks, and they could hardly hope to find a successor so willing or successful as Sir John Carrington. (Applause.)

The COLONIAL SECRETARY—Sir, in seconding this resolution I can only say that hon. members when they are at home have to make daily references to the Ordinances, and will no doubt appreciate the great debt of gratitude they owe to Sir John Carrington for the work he has done. (Applause.)

The resolution was carried unanimously.

THE TRAMWAYS.

The ATTORNEY-GENERAL moved as follows:—

"Resolved that until further notice the Hongkong Tramway Electric Co., Ltd., shall provide the following number of cars every morning and evening, at such hours not being later than 7 a.m. or earlier than 5.30 p.m., as the Company shall think most convenient, for artisans, mechanics and daily labourers, at fares not exceeding 2 cents for the single journey and 3 cents for the return journey:—

From Kennedy Town to the Central Market 2 Cars

From Quarry Bay to the No. 2 Police Station 4

Evening.

From the Central Market to Kennedy Town 2 Cars

From the No. 2 Police Station to Quarry Bay 4

He said—Sir, this resolution is intended to improve the numbers of workmen's cars morning and evening. This Council has powers under the Tramways Ordinance to decide the number of workmen's cars which they will work and at what hours and limits.

The COLONIAL SECRETARY seconded, and the resolution was agreed to.

PAPERS.

The COLONIAL SECRETARY laid on the table the Report on the Assessment for 1904-5 and a Report by the Government Bacteriologist on Plague.

THE RECENT FATAL ACCIDENT IN PRAYA EAST.

HON. G. STEWART asked:—

1. Under what circumstances are coroners' inquests dispensed with?

2. Is it the case as stated in the public papers that a member of the community was picked up injured on Tuesday night, the 2nd August, and placed in a cell at the Police Station, where he was left for the night without medical aid being called for, and that he died the next day?

3. What standing instructions have the Police as to calling in medical assistance for injured people whom they may pick up?

The COLONIAL SECRETARY replied as follows:—

1. The matter is one for the discretion of the Magistrate acting as Coroner. Ordinance No. 5 of 1888, section 7, provides that in cases of sudden or violent death the Magistrate may, if he considers an inquiry to be necessary, inquire into the cause of death either with or without a jury, and make such order with regard thereto as he shall consider necessary.

2. The facts are as stated. An inquest has been held.

3. The European police are instructed in cases of illness or accident to send for the nearest surgeon or to convey the sufferer to hospital. The Indian and Chinese police are instructed to convey any person whom they may find dangerously wounded, seriously ill, or suffering from any grave accident, to hospital and to report the matter.

TREE-CUTTING.

HON. R. SHEWAN also asked the following questions:—

1. Is the tree-cutting at present going on on the Island of Hongkong authorised by Government?

2. If so, will the Government give its reasons for such tree-cutting?

The COLONIAL SECRETARY replied as follows:—

1. Yes.

2. The tree-cutting is part of the scheme of forestry by which the Government intend to maintain for future generations the same advantages as are now enjoyed by the present ones from the beauty, salubrity, water conservancy and timber production of the pine plantations. If the mature trees were not gradually replaced by young ones these advantages would soon be lost. The methods employed are those usually practised for the maintenance of closely planted coniferous forest. In order to plant it is necessary to fell, but every possible consideration will be paid each year to the interests of the residents at the time.

FIRST READINGS.

On the motion of the ATTORNEY-GENERAL, seconded by the COLONIAL SECRETARY, the following Bills were read a first time:—A Bill entitled an Ordinance to amend the Wild Birds and Game Preservation Ordinance, 1885; a Bill entitled an Ordinance for enabling the Tung Wa Hospital to acquire, hold, mortgage and sell land and hereditaments in the Colony of Hongkong; a Bill entitled an Ordinance to amend the Prepared Opium Ordinance, 1891; a Bill entitled an Ordinance to amend the Protection of Women and Girls Ordinance, 1897.

INTERMENT OF REFUGEES.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled an Ordinance to regulate the interment of refugees belonging to the Russian and Japanese forces.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The ATTORNEY-GENERAL then moved the suspension of Standing Order No. 38 and that the Bill be now read a third time. He said—Sir, the objects and reasons attached to this Bill will show it is one of urgency although the Bill is purely formal in character. It has been found desirable to land some of these refugees at Hongkong or for them to be in our waters, and it is necessary for that reason that

regulations should be made for their internment.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The Bill was then read a second time, and after passing through Committee was read a third time and passed.

The objects and reasons attached to the Bill are:—The object of this Bill is the regulation, in accordance with the principles of international law, of the interment of any person belonging to the forces of Russia or Japan who, during the present war between those countries, may seek refuge under the British jurisdiction, and may come within this Colony.

The immediate occasion for the Bill is that certain officers and men of the Russian torpedo boat destroyer *Burai* (which was lately stranded on the coast of China) sought refuge at Wei-hai-wei, and came thence to Hongkong, and are now interned here in accordance with the principles aforesaid, and with the instructions of the Secretary of State for the Colonies.

THE OPIUM AMENDMENT BILL.

The ATTORNEY-GENERAL before introducing the Opium Bill mentioned among the first readings moved the withdrawal of the original Amendment Bill. He said—It was laid for the first time before the Council on 20th February. A new Bill has been circulated, which it is considered will enable us to go forward at once, as the matter was very fully discussed before the Council. While affording the Opium Farmer proper protection the new Bill preserves the trade in compounds of opium, such as opium wines and pills, and also preserves the export trade.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

PUBLIC SERVICE VOTE.

The COLONIAL SECRETARY moved the first reading of a Bill entitled an Ordinance to apply a sum not exceeding five million eight hundred and forty-five thousand four hundred and seventy dollars to the Public Service of the year 1905. He said—Sir, in connection with this Bill I beg to lay on the table the Estimates for 1905, a Memorandum explanatory of the Estimates of Revenue, a Memorandum explanatory of the Estimates of Expenditure, a Financial Statement in connection with the Estimates, and an Abstract showing the differences between the expenditure in 1904 and 1905, which I trust will be of some use to members studying the Estimates.

In the original Estimates for the current year a surplus of \$76,959 was estimated.

The Revised Estimate of Ordinary Revenue (that is Revenue exclusive of Land Sales) for the year 1904 exceeds the original estimate by \$55,083.

It is necessary here to point out that in the original Estimate a sum of \$87,000 was entered twice by mistake. The original Estimate should therefore be reduced by that sum and the real excess is \$142,083. The revised Estimate of ordinary expenditure, thanks principally to the high rate of exchange that has prevailed throughout the year and to some economies, is less than the original estimate by \$108,248. Land sales are expected to realise \$100,000 more than the Estimate, but the expenditure on Public Works Extraordinary is estimated to exceed the original estimate by \$260,944. The result is that an additional surplus of \$40,387, making a total of \$137,345, is anticipated, which with arrears for 1904 less the balance of liabilities of \$62,711 with which we entered upon the year will give a balance of assets on 31st December of \$207,635. Turning to the Estimates for 1905, the Estimate of ordinary revenue exceeds the revised Estimate for current year by \$435,220. The Memorandum explanatory of the Revenue shows the increases. The Estimate of ordinary expenditure for 1905 exceeds the revised Estimate for current year by \$268,191. The principal items of increase are shown in a recapitulation of the Estimates of expenditure, which may be of use to members. The Departments to which the principal new appointments have been added are the Treasury, Botanical, Education, Medical, Police, and Sanitary Departments. The Estimated Ordinary Revenue for 1905 exceeds the Estimated Ordinary Expenditure by \$1,358,719. Land sales are expected to realise \$500,000, while Public Works Extraordinary are estimated at the largest figure in the history of the Colony—\$1,815,310, leaving an estimated surplus of \$23,419. These figures I think are very satisfactory. I may mention that it is just possible that some of the items of revenue may not be realised, and should such a contingency arise the Government will bring before the Council methods in which it can be dealt with.

The ATTORNEY-GENERAL seconded.

HIS EXCELLENCY—Possibly as this is the first time during my administration the Estimates have been introduced hon. members might like to hear a few words from me with regard to them. The Estimates this year are practically obligatory Estimates, that is to say it has not been possible, even if it had been considered desirable, to start on any new policy or to make any considerable changes in the expenditure of the Departments. It is practically a Public Works Estimate. We have entered into a large number of important operations, into contracts with these operations, and have to carry them through. The principal ones are Waterworks. For these works we propose to spend \$800,000 out of a total of \$1,815,310, that is to say 44 per cent. of the Public Works Extraordinary vote. The other works to which we are committed are the Bacteriological Laboratory, the Harbour Office, the Law Courts, the Western Market and the Post Office, all of which are required, that is to say 26 per cent.; and again for resumption—the necessity for which cannot be questioned for the improvement of the sanitary condition of the

town—we have estimated for \$150,000 or 8 per cent. of the total. Practically these are all continuation surpluses, and the new surpluses which are numbered 4, 8, 11, 12, 14 and 16 on the last pages of the Estimate, are comparatively small works. The result of this compulsorily large vote on Public Works is that for the Public Works this year the department, Recurrent and Extraordinary, we shall spend 34 per cent. of the estimated revenue.

For defence against external aggression—that is for military purposes—we spend 19 per cent. For maintenance of law and order, 12, 17 and 18, we spend 13 per cent. On 11, 6 and 19, we spend 11; for the Post Office, 5 per cent.; for public instruction, 14 and 15, 3 per cent.; and on general administration—3, 4, 5, 6, 8, 9, 20, 21 and 22—in all 9 per cent. I think these figures must be of some interest as exemplifying that this is largely a Public Works Department Estimate, and that it is not one of contracts gone into which we can alter if we so desire. Certainly on the large expenditure on the water, which improves the sanitary conditions, I do not think any alteration would be desirable. (Applause.)

HON. R. SHEWAN—Sir, I have only one remark, though it is not usual I know to criticise the Estimates on the first reading; but in order that the Director of Public Works may come prepared at the second reading I should like to know if he really expects the money put down to be spent? On previous occasions he has admitted that he never expected to spend the money.

HIS EXCELLENCY was understood to say that doubtless the hon. Director of Public Works would be able to satisfy the Council on that point.

The motion was agreed to.

The Council adjourned sine die.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held after the Council—the Colonial Secretary, Hon. F. H. May, C.M.G., presiding.

The following votes were passed:—

FORESTRY LICENCE CLERK.

The Governor recommended the Council to vote a sum of \$145 in aid of the vote Botanical and Afforestation Department, Personal Emoluments, being salary for a Forestry Licence Clerk, New Territory, from 5th August to 31st December, 1904.

PUBLIC WORKS.

The Governor recommended the Council to vote a sum of \$800,300, in aid of the Public Works Recurrent and Public Works Extraordinary, for the following items:—

PUBLIC WORKS RECURRENT.

Maintenance of telegraphs \$ 3,500

Maintenance of New Territory 2,500

Maintenance of Praya wall 1,500

Maintenance of Roads and Bridges in New Territory 2,000

Maintenance of Sewers 2,000

Nullahs, &c. 4,000

Miscellaneous Services 9,000

Drainage Works, Miscellaneous 10,000

Maintenance of Water-works, City and Hill District 16,000

Maintenance of Water-works, Kowloon 4,000

Total \$ 44,500

PUBLIC WORKS EXTRAORDINARY.

Disinfecting Station, Kowloon \$13,800

Gunpowder Depot, Green Island 40,000

Harbour Office 17,000

Law Courts 51,000

Market, Western 22,000

Road across King's Park 3,000

Water-works—Tyam Bye Wash Reservoir 7,000

Tyram Tuk Scheme 100,000

Total \$ 255,800

Total \$ 300,300

NEW TERRITORY LAND COURT DEPARTMENT.

The Governor recommended the Council to vote a sum of \$700 in aid of the vote Land Court, New Territory, Other Charges, for purchase, refitting and repair of houseboat for use of Land Court Department as an Office in the New Territory.

RIDER MAINS.

The Governor recommended the Council to vote a sum of \$30,052, for the following items on account of the Rider Mains Work, chargeable to Advance Account:—

PERSONAL EMOLUMENTS.

Assistant Engineer, at \$360 per annum—Salary from 17th March to 13th April, 1904 \$ 124.76

Full Salary from 17th April to 31st December 2913.36

Overseer, at \$180 per annum—Salary from 26th February to 12th April, 1904 \$ 124.76

Full Salary from 13th April to 31st December 1,478.87

Clerk, from 26th July to 25th October, 1904, at \$960 per annum \$ 240.00

from 26th October to 31st December, at \$1,200 per annum 219.35

459.35

Total Personal Emoluments \$ 3,204.99

OTHER CHARGES.

Conveyance Allowances, \$244 per annum—Assistant Engineer from 17th April to 31st December, 1904 \$ 172.15

Overseer from 13th April to 31st December 174.86

Estimated Cost of No. 1 Rider Main District—Labour and Material 15,000.00

Service Connections to every house in No. 1 District 9,000.00

Incidental Expenses 500.00

Total, Other Charges 24,847.01

Total \$ 30,052.00

PRAYA EAST RECLAMATION.

The Governor recommended the Council to vote a sum of \$24,893, of which \$16,892.05 is a re-vote of an unexpended balance of the vote Public Works Extraordinary, (24) Praya East Reclamation, for raising the carriage-way and the footpaths from Arsenal Street to Jardine's Bazaar, Praya East, chargeable to Advance Account.

ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

LONG, HING & CO.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Chee).

Hongkong, 8th August, 1904.

TELEGRAMS.

The Governor recommended the Council to vote a sum of \$1,500 in aid of the vote for Telegraph Service—telegrams sent and received by Government—under Miscellaneous Services.

FIRE BRIGADE.

The Governor recommended the Council to vote a sum of \$4,700 in aid of the vote Fire Brigade, Other Charges, for repairs to engines, hose, &c., gratuities.

This was all the business.

POLICE COURT.

Thursday, 15th September.

BEFORE MR. J. H. KEMP (ACTING FIRST MAGISTRATE).

OBSTRUCTION.

Cheung Chin was fined \$5 for leaving a truck in Des Vaux Road, causing an obstruction.

Five ricksha coolies, also, were fined \$2 each for causing obstruction in Des Vaux Road West, and other truck coolies \$3 for a similar offence.

THIEF FROM THE GODOWN CO.

Ngan King Wing was sentenced to 14 days' imprisonment for stealing tin from the Hongkong & Kowloon Wharf & Godown Co.

GINGER.

Edward Sharp, the eighteen times convicted beachcomber, was sent to Singapore.

Another yugrant was sentenced to the house of detention.

LOTTERY TICKETS.

Pun Lung was fined \$25 for dealing in lottery tickets.

WASTING WATER.

Tsang Wan King was fined \$4 for wasting water.

ALLEGED FALSE PRETENCES.

Wong Yau, a woman, was charged with obtaining \$200 by false pretences. Mr. J. Grist, solicitor, defended. The case was discharged.

ALLEGED ARSON.

A Chinaman was charged with setting fire to No. 22, Queen's Road Central, on the 12th inst. Several insurance companies are interested in the case, which was remanded.

CASE DISCHARGED.

A soldier of the Royal Garrison Artillery was charged by a clerk of the Treasury with stealing a cigarette case. He was discharged.

DISORDERLY CONDUCT.

Two Chinamen were fined \$2 each for disorderly conduct.

BEFORE MR. E. D. C. WOLFE (SECOND POLICE MAGISTRATE).

A female from Possession Street was charged on remand with stealing money, clothing and jewellery to the value of \$2,483. Mr. O. D. Thomson, solicitor, appeared for the defence. The case was discharged.

EXTRADITION.

The case of a young Chinaman, whose extradition is applied for by the Chinese authorities at Poochow, on a charge of larceny of about \$1,000 worth of jewellery and other articles, was remanded.

BLAZE IN A TEA HOUSE.

Lam Lum, the waiter in custody on a charge of setting fire to a tea house, was committed to take his trial at the next Criminal Sessions.

CRICKET AT HOME.

INTIMATIONS

NOTICE TO MARINERS.
No. 211 (Special).CHINA SEA.
SHANGHAI DISTRICT.

TSUNGMING CROSSING.

Alterations in buoyage of Tsungming Crossing.

REFERRING to Notice to Mariners, No. 209 (Special), Notice is hereby given that the following changes in the buoyage of the Tsungming Crossing have been effected:—

The EAST ENTRANCE Buoy has been shifted 3.2 Cables S. 10 E. from its former position and painted BLACK. It now marks the South side of the Channel, and from it the Quarantine Beacon bears S. 65.15 W. distant 5.18 miles.

The FIRST CROSSING Buoy has been shifted 0.6 cable South from its former position, and from it the Quarantine Beacon now bears S. 55 W. distant 3.24 miles.

The WEST SPIT Buoy has been shifted 6.2 Cables S. 51 E. from its former position, and from it the Quarantine Beacon now bears S. 45 E. distant 1.5 miles.

An inward bound vessel should pass the buoys on her port hand at a distance of 1 1/2 cables. The least water on this course is 24 feet at Low Water of Spring Tides.

All Bearings given are Magnetic.
H. G. MYRE,
Acting Deputy Coast Inspector.
Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 7th September, 1904. 2220

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, B.C., as through, by the steamers of the NORTHERN PACIFIC S.S. CO., HOSION STEAMSHIP and TOWBOAT CO.'S OCEAN S.S. CO., and CHINA MUTUAL S.S. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA,
Manager. 1299

WHISKIES.

BUCHANAN'S CELEBRATED BLENDS OF SCOTCH WHISKY are supplied by Royal Warrant of Appointment to His Majesty King Edward VII. The Prince of Wales, and also to the House of Lords and the House of Commons.

Buchanan's Whiskies are recognised throughout the World as the Best.

Buchanan Blend ... \$12.50

Black and White ... \$16.50

Royal Household ... \$20.50

Try one case and you will never want any other Whisky.

A. CHAZALON & CO.,
Wine Merchants and General Storekeepers,
6, Queen's Road,
Hongkong, 22nd August, 1904. 2054JUST ESTABLISHED:
(Telephone No. 487.)

WING SUN & CO.,

No. 34, QUEEN'S ROAD CENTRAL
(Premises formerly occupied by Messrs.
C. J. GUNN & CO.)HIGH-CLASS TAILORS & OUTFITTERS,
SHIRT & BREECHES MAKERS,
Fit, Quality, Workmanship Guaranteed.
Prices Very Moderate.Now Showing—Latest Flannel Suitings,
New Stock of Ties, Straw Hats, Felt Hats,
Panamas, Boots and Shoes, &c., &c., &c.
Inspection Invited.

* Hongkong, 5th August, 1904. 1912

TO LET

3RD FLOOR, suitable for Office.

Apply to—

WING CHEONG,
35, Queen's Road Central.

Hongkong, 3rd June, 1904. 74

TO LET

FINE LARGE STORE, in Queen's Road Central (Best Part).

Apply—

X.
Care of Daily Press Office.

Hongkong, 6th September, 1904. 2161

TO LET

FURNISHED ROOM, from 1st October, 1904, with Board, near Kowloon Ferry.

Apply—

T. C.
Care of Daily Press Office.

Hongkong, 5th September, 1904. 2156

TO LET

NO. 8, UPPER WEST TERRACE. Immediate possession.

Apply to—

L. K. F.
National Bank of China Ltd.

Hongkong, 3rd August, 1904. 190

TO LET

GODOWN No. 6, NEW PRAYA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 29th July, 1904. 1848

TO LET

OFFICE and GODOWN, on Shameson, to be let from 1st September.

Apply to—

DEACON & CO.

Canton, 29th August, 1904. 2093

TO LET

WITH Immediate Possession, ONE SPACIOUS GRANITE GODOWN

Wanchai, Praya East.

Also Office Rooms in Queen's Road Central

Apply to—

N. MOBY & CO.

Hongkong, 13th September, 1904. 2209

TO LET

TO LET.

No. 52, HOLLYWOOD ROAD.

And others to suit various requirements.
S. A. SETH,
Land and Estate Broker,
The Dairy Farm Co., Ltd.
Hongkong, 19th July, 1904. 17

TO LET

THREE FIRST-CLASS SHOPS,

European Style, in Kowloon, Possession on or about 31st August, 1905. Moderate Rentals.

No. 6, GRANVILLE AVENUE, Kowloon. Immediate possession. Moderate rental.

No. 5, SALISBURY AVENUE, Kowloon. Possession from 1st October, moderate rental.

Apply to—

HUMPHREYS' ESTATE & FINANCE CO., LD.

Hongkong, 21st June, 1904. 1611

HONGKONG CLUB.

TO LET.

A SUITE OF TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.

C. H. GRACE,
Secretary.

Hongkong, 4th June, 1904. 1417

TO LET

TWO ROOMS, on the First Floor of Alexandra Buildings.

Apply to—

SECRETARY,
A. S. WATSON & CO., Limited.

Hongkong, 17th June, 1904. 1515

TO LET

A EUROPEAN HOUSE, No. 158, Praya East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water, Good Sea View.

Apply to—

JARDINE, MATHESON & CO.,

Hongkong, 8th August, 1904. 1717

TO LET

THE EXRIE (PEAK).

BELILIOS TERRACE, Nos. 10, 13 & 21.

"RANGOUR" (PEAK) from 1st August.

No. 9, BEACONSFIELD ARCADE, Shop.

No. 14, BEACONSFIELD ARCADE, 1st Floor.

Apply to—

Linstead & Davis.

Hongkong, 20th August, 1904. 1429

TO LET

NOS. 15, 17 & 19, SEYMOUR ROAD.

Nos. 6 & 8, CASTLE ROAD.

Nos. 74, CAINE ROAD.

Apply to—

COMPRADORE DEPARTMENT,
Nippon Yusen Kaisha.

Hongkong, 18th July, 1904. 430

TO LET

2ND and 3RD FLOORS, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office.

Apply to—

WING CHEONG,
35, Queen's Road Central.

Hongkong, 3rd November, 1903. 74

TO LET

NO. 1, STEWART TERRACE, the Peak.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 23rd March, 1904. 1805

TO LET

THREE ROOMS in the Upper Level, with Bathroom, Kitchen and Servants' Quarters, suitable for bachelors. Rent moderate.

Apply to—

"APARTMENTS,"
Care of Daily Press Office.

Hongkong, 2nd September, 1904. 2135

TO LET

A LARGE OFFICE on Ground Floor, of No. 2, Wyndham Street. Possession 1st August, 1904.

Apply to—

THE SECRETARY,
The Bowling Club Ltd.

Hongkong, 14th July, 1904. 1710

TO LET

THE whole of the SECOND FLOOR of No. 34, QUEEN'S ROAD CENTRAL, after the 30th September, at present known as the Alexandra House (opposite the General Post Office). Suitable for Hotel or Boarding House purposes.

Apply to—

YEE SANG FAT,
Above Address.

Hongkong, 7th September, 1904. 2174

TO LET

LARGE AIRY ROOMS in Offices Building in British Concession, Canton.

For particulars, apply to—

P. O. BOX 22,
Care of Daily Press Office.

Hongkong, 17th June, 1904. 1507

TO LET

NO. 16, HOLLYWOOD ROAD (8 Rooms) with Kitchen, Bathrooms, and Servants' Quarters.

Apply to—

H. M. S. H. ESMAIL,
4, Hollywood Road.

Hongkong, 16th August, 1904. 1991

TO LET

NO. 1, RIPON TERRACE (in FLATS).

No. 17, WONG-NEI-CHONG ROAD, facing Race-course.

FLATS in MORETON TERRACE, facing the Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS; PRAYA EAST.

No. 1, CLIFTON GARDENS, Conduit Road.

OFFICES in Nos. 10 & 16, DES VŒUX ROAD, Central.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 29th June, 1904. 175

MARINE COURT.

Thursday, 15th September.

BEFORE HON. L. BARNES-LAWRENCE, R.N. (MARINE MAGISTRATE).

"YING KING" v. "WING CHAI."

Judgment in this case, heard on the previous day, was given. The master of the *Wing Chai* is convicted of blanketing his rival steamer, the *Ying King*, when running Sunday excursions to Macao. Hon. Barnes-Lawrence said:—The evidence given for the prosecution, viz. by the master, the chief officer and a passenger, on board the *Ying King* is all in agreement. They affirmed that their vessel was overtaking the *Wing Chai*, and that when the vessel was bearing about one point on the *Ying King's* port bow, and distant some 300 to 400 yards, one short blast was blown on the *Ying King* to indicate that she would pass the *Wing Chai* on her starboard side, and her helm ported accordingly. The witnesses were also agreed in their statement that on this whistle being blown the *Wing Chai* deliberately attempted to cross the bows of their ship, which had to give way by porting in consequence. The point that governs this case lies in the fact as to whether, on hearing the *Ying King's* whistle sounded, the helm of the *Wing Chai* was, bearing in mind Article 21, moved. The evidence given on behalf of the defence was somewhat conflicting. The first witness called, a passenger on board the *Wing Chai*, who was seated on the port side of that vessel's bridge, affirmed that when he heard the whistle of the *Ying King* blown she was on the port quarter of the vessel he was in, i.e. in reply to the question clearly put, she was on his right hand looking aft, with water between her and a continuation of the taffrail of the *Wing Chai*. The evidence of the master and chief officer of the *Wing Chai* was that the *Ying King* was on the starboard quarter, and as this agrees with the statement of the *Ying King's* witness, it leads one to the conclusion that this passenger's evidence, who admits that he was star-gazing, is of no value in assisting one to a solution, and may be disregarded. Coming now to the evidence of the master of the *Wing Chai*, it transpired that at the time of the occurrence he was standing in front of and outside the wheel-house—the pilot being just behind and inside the wheel-house, presumably coming the ship. On hearing the *Ying King's* whistle the master immediately ran to the starboard side of the bridge. There he observed the two side-lights and the mast-head light of the *Ying King*. The evidence of the chief officer of the *Wing Chai*, also on the bridge, was that after the *Ying King* had blown her whistle he observed only her red (port) light, having previously seen all her three lights. This evidence is conflicting inasmuch that the master saw all three lights. It can only be inferred that as the *Ying King* had ported on blowing her whistle he could only have seen all three lights by porting the helm of his own ship—otherwise he would only have seen the red light as the chief officer states to have done. The evidence given by the pilot of the *Wing Chai* is decidedly contradictory. By models he clearly demonstrated that on hearing the *Ying King's* whistle the wheel of the *Wing Chai* was moved to starboard. The evidence of the defence is therefore that of the master who, from his position at the starboard end of the bridge, was not in a position to say how the wheel was handled; that of the chief officer, who was on the port side of the bridge, placed thereby in similar circumstances; and that of the pilot and helmsman, who alone, if they desired to, could give conclusive evidence. It has been shown that the pilot's evidence is not dependable, as I have no reason to believe that he regarded the question I very clearly put to him as one representing a mythical case; and that the vessel's head moved to starboard. On further questioning, however, he was emphatic in his statement that the vessel's course was never altered. His interpretations of the meaning of the one short blast, on board the *Ying King*, was also for a pilot far from reassuring, as he stated that it meant that the other vessel was turning to port, when, as a matter of fact, it meant just the reverse. I am unable to come to any other conclusion than that the helm of the *Wing Chai*, on hearing the *Ying King's* whistle was ported—not however necessarily to any extent—and that it was so done with the view, in yielding passage, of blanketing her rival steamer. By the evidence elicited from her master it is only fair to believe that he had himself given no directions to the helmsman, and may indeed have been ignorant of the movement of the helm which evidently took place, when somewhat unfortunately he left the vicinity of the wheel, and the direction of affairs was temporarily in the hands of the pilot alone. How far the pilot takes charge on these runs I have not been able to discover, but in no wise is the master absolved from responsibility in the event of an accident.Taking all the circumstances into consideration I hold the master of the *Wing Chai* to blame, in that he enabled it to be possible for the helm of his ship to be moved to the extent of deviating from her course at a time when, due to the proximity of an overtaking vessel, he should have used every endeavour to keep a direct course.

Sentenced to pay a fine of \$100. In default of payment, 14 days' imprisonment.

QUAN YAH & CO.
GRANITE AND MARBLE MERCHANTS,
EXPORTERS AND CONTRACTORS.Sole Agents of
QUAN TAI & CO., Lime Manufacturers.
All descriptions of
GRANITE AND MARBLE FOR EXPORT.Dealers in
GRANITE AND MARBLE MONUMENTS
Prices & Estimates on Application.
No. 1, QUEEN'S ROAD EAST.
Hongkong, 17th October, 1899. 174

WILLIAM POWELL, LIMITED.

The report to be presented to the shareholders of this company, at the third ordinary general meeting on the 27th instant, is as follows:—

The directors beg to submit their report on the working of the Company for the year ended 30th June, 1904.

The profit and loss account, including the sum of \$4,757.42 brought forward from 30th June, 1903, shows a credit balance of \$30,183.33, from which has to be deducted the interim dividend of 5 per cent, paid on 22nd March last, leaving \$24,183.33, which your directors propose to appropriate as follows:—

To pay a final dividend of 7 per cent., absorbing	\$8,400.00
To write off stock on hand	4,000.00
To write off fixtures and fittings	2,820.17
To write off goodwill	5,000.00
To write off bad debts	374.88
To set aside for equalization of dividend	3,000.00
To carry forward to next account	588.28
	\$30,183.33

DIRECTORS,
Messrs. Thos. H. Reid and W. Clement Drew having retired from the directorate during the year, Messrs. W. H. Gaskell and E. H. Hinds were elected to fill the vacancies.AUDITOR.
The accounts have been audited by Mr. Horace Percy Smith, Fellow of the Institute of Chartered Accountants, and your directors recommend his re-election.W. H. GASKELL,
Chairman.The accounts are as follows:—
BALANCE SHEET.
For the year ending 30th June, 1904.

Capital authorized and issued	\$ 0
12,000 shares at \$10	120,000.00
To sundry creditors	28,841.1
To undivided dividends	308.50
To profit and loss account	24,183.33
	\$173,421.24

By stock on hand	106,358.98
By fixtures and fittings	12,820.17
By goodwill	5,000.00
By cash in Hongkong and Shanghai Bank	31,432.00
By cash in hand	31,432.00
By F. A. Vitali, London agent	1,192.07
By sundry debtors	19,293.32
By investments at cost	2,450.00
	\$173,421.24

PROFIT AND LOSS ACCOUNT
For the year ending 30th June, 1904.

Dr.	\$ c.
To interim dividend at 50 cents per share	6,000.00
To directors' and auditor's fees	1,000.00
To balance	24,183.33
	\$91,293.33

Cr.	\$ c.
By balance from 30th June, 1903	4,757.42
By exchange and interest	618.25
By transfer fees	47.50
By balance of working account	25,840.16
	\$91,293.33

THE JAPAN LAUNDRY COMPANY.
UNDER New Management the above Company is now prepared to accept washing in any quantity from Town, Peak and Kowloon residents—also from Ships. Work Scrupulously Executed. Trial Solicited. Charges—Moderate.F. G. ALLEN,
Manager,
Town Office, 38, Queen's Road Central
(above Messrs. Watson's Old Establishment).
Hongkong 3rd September, 1904. 2144HIRANO WATER.
THE QUEEN OF TABLE WATER.
PURE, SPARKLING, INVIGORATING.THE LEADING MINERAL WATER OF THE EAST
Bottled in Japan by H. E. RETNELL & CO.BEWARE OF JAPANESE IMITATIONS.
F. BLACKHEAD & CO., AGENTS
Hongkong, 31st July, 1903. 1898AMOY ENGINEERING CO., LD. AMOY
CALL FLAG E.REPAIR WORK to Steamers and
Launches. Castings in Brass and Iron.
Moderate charges. Work solicited.
J. D. EDWARDS,
Manager.

Amoy, 3rd December, 1903. 150

ROYAL AERATED WATERS
MANUFACTORY.PRODUCE the Highest Class AERATED
WATERS in the Far East on account
of their High Class Machinery and also of the
superior ingredients they use in the manufacture
of their goods, and the cleanliness, &c., are all
under strict supervision of Europeans only.REPORT OF AN EXPERT.
The representative of Messrs. BRATHY and
HINCHLIFFE, LIMITED, Aerated Water
Engineers and Chemists, Manchester, visited our
factory recently in the course of a tour amongst
Eastern Aerated Water Makers, and was greatly
surprised at the compactness of our factory and
also the methodical way in which everything
pertaining to the making of Aerated Waters
was carried out. He also expressed himself
strongly on the absolute cleanliness of our
whole establishment, which he assured us was
equal to any he had yet visited and superior to
a great many. He also reported that the
quality of our goods was of a first-class nature,
and they showed that scrupulous care was
exercised in the course of their manufacture.Order Books and Price List. Please apply to
FACTORY and OFFICE, West Point, Tel.
367. Depot, Ice House Street, Tel. 374.
F. P. DANENBERG,
General Manager.

Hongkong, 11th May, 1904. 122

PURE FRESH WATER.

THE HONGKONG STEAM WATER-
BOAT CO., LD., is prepared to supply
ANY QUANTITY of PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.Call Flag W.
J. W. KEW,
Manager,
1st Floor, 37, Connaught Road
Hongkong, 13th June, 1903. 1473MOTHER
SEIGEL'S SYRUP
AIDS DIGESTION—CURES INDIGESTION.

Relish for food and power to digest it are essential to sound health, for only by the digestion and assimilation of food can lost or worn-out bodily tissue be replaced and life sustained. When digestion fails, as in dyspepsia or indigestion, both body and brain are starved, the patient becomes languid and weak, incapable of active, vigorous effort, or clear sustained thought. Headaches, loss of appetite, pains after eating, fullness at the chest, palpitation, anemia and sleeplessness are but a few of the many disorders which have their origin in imperfect digestion and nutrition. Thirty drops of Mother Seigel's Syrup, taken daily after meals, makes food nourish you. It gives tone and vitality to the stomach, liver and intestines, thus ensuring the thorough digestion and assimilation of food.

HAS CURED THOUSANDS.

"For three years I suffered greatly from biliousness and indigestion. When I sat down to table I could eat hardly anything. Attacks of vomiting made me quite weak, and I was surprised at the change it effected in my condition. On rising in the morning I was seized with dizziness, and had on several occasions to

SHIPPING.

ARRIVALS.

ATHOLL, British str., 3,031, Watt, 14th Sept., Yokohama via Port 30th August. General.—Doddwell & Co.

ATCHEMARDEN, British str., 3,502, Bryce, 15th September, Moji 9th Sept., Coal.—Mitsui Bussan Kaisha.

DORIC, British steamer, 4,775, H. Smith, 15th September, San Francisco 18th August and Shanghai 13th Sept., Mails and General.—O. & O. S. N. Co.

EASTERN, British str., 2,272, W. G. McArthur, 15th Sept., Kobe 14th Sept., General.—Gibb, Livingston & Co.

Looson, German str., 1,020, G. Schultze, 15th Sept., Bangkok 8th Sept., Rice and Meal.—Butterfield & Swire.

MAKILA, British str., 2,711, H. G. H. Lowellen, 15th Sept., London and Singapore 10th September, General.—P. & O. S. N. Co.

PHU YEN, French str., 1,798, Ducroisset, 14th Sept., Looson 5th Sept., Sugar and Groundnuts.—Beadley & Co.

PRONTO, Norwegian str., 837, Seeburg, 15th September, Canton 14th Sept., General.—E. A. Trading Co.

SACHSEN, German str., 3,026, H. Feyen, 15th September, Bremen 3rd Aug., Mails and General.—Melchers & Co.

SAN FRANCISCO, U.S. steamer, 4,000, Very, 14th Sept., Shanghai 10th September.

SIGAL, German str., 3,074, A. Boddin, 14th September, Hongkong 9th Sept., Coal.—Jensen & Co.

THOMAS, Norwegian str., 1,209, T. Thomassen, 15th Sept., Shanghai via Moji 10th Sept., General.—Chinsee.

WHAMPOA, British str., 1,109, A. Partridge, 15th Sept., Shanghai 12th Sept., and Swatow 14th, General.—Butterfield & Swire.

CLEARANCES.

At the H.M. Customs Office, 15th September.

Barotse, British str., for Nagasaki.

Lokhan, British str., for Durban.

Petarch, German str., for Kobe.

Pinguey, British str., for Shanghai.

DEPARTURES.

15th September.

CHINA, British str., for San Francisco.

DANTE, Italian str., for Shanghai.

PORT, Norwegian str., for Newchwang.

PAUSANG, British str., for Surabaya.

GLAUCUS, British str., for Swatow.

HUI, French str., for Haiphong.

KWANGLEE, Chinese str., for Shanghai.

KWANGTAI, Chinese str., for Canton.

LEGASPI, American str., for Manila.

SURVIA, German str., for Shanghai.

WOSANG, British str., for Tientsin.

VESSELS IN DOCK.

15th September.

ABERDEEN DOCKS.—Nanyang.

KOWLOON DOCKS.—U. S. S. Pathfinder, Korat, Yuenyang, Ruhl, Kowloon, COSMOPOLITAN DOCK.—Ansdon Apar.

VESSELS ON THE BERTH.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR," Captain E. Fey, will be despatched for the above ports TO-DAY, the 16th inst., at 3 p.m., instead of as previously advertised.

For Freight or Passage, apply to DAVID SASSOON & CO., LD., Agents.

Hongkong, 12th September, 1904. 2157

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(With liberty to call at Philippine Ports.)

THE Steamship

"HUDSON," Captain E. Fey, will be despatched for the above ports TO-DAY, the 15th September, at Noon.

For Freight or Passage, apply to STANDARD OIL COMPANY OF NEW YORK.

Oriental Freight Department.

Hongkong, 28th July, 1904. 1844

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"SACHSEN" OF THE NORDDEUTSCHER LLOYD, Captain H. Feyen, will leave for the above places TO-DAY, the 16th inst., at 10 A.M.

NORDDEUTSCHER LLOYD, BREMEN.

For Further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 15th September, 1904. 5

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI

THE Company's Steamship

"THALES," Captain Crowe, will be despatched for the above ports TO-MORROW, the 17th inst., at 3 p.m.

For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers.

Hongkong, 15th September, 1904. 12229

"SHIRE" LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE," Captain G. C. Cundy, will be despatched for the above ports on FRIDAY, the 23rd inst.

This steamer has superior accommodation for Saloon passengers.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 11th August, 1904. 1958

NATAL LINE OF STEAMERS.

THE Underigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with INDO CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	NUBIA	Brit. str.	F. N. Tillard	P. & O. S. N. Co.	24th inst., at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	FORMOSA	Brit. str.	B. H. W. Snow	P. & O. S. N. Co.	About 30th inst.
LONDON, AMSTERDAM & ANTWERP	TYDEUS	Brit. str.	Dickens	BUTTERFIELD & SWIRE	27th inst.
LONDON, AMSTERDAM & ANTWERP	PATROCLUS	Brit. str.	Dickens	BUTTERFIELD & SWIRE	11th Oct.
LONDON, AMSTERDAM & ANTWERP	ACHILLES	Brit. str.	Dickens	BUTTERFIELD & SWIRE	25th Oct.
LONDON, AMSTERDAM & ANTWERP	ULYSSES	Brit. str.	Dickens	BUTTERFIELD & SWIRE	8th Nov.
MARSEILLES, &c., VIA PORTS OF CALL	E. SIMONS	Freanstr.	Bourdon	MESSAGERIES MARITIMES	24th inst., at 1 P.M.
MARSEILLES & LONDON, VIA S'PORE, &c.	PAKLING	Brit. str.	H. G. P. Rodway	NIPPON YUSEN KAISHA	24th inst., D'light.
BREMEN, VIA PORTS OF CALL	BAYERN	Ger. str.	H. Formes	MELCHERS & CO.	28th inst., Noon.
HAVRE, BREMEN & HAMBURG	SAMBIA	Ger. str.	Luning	HAMBURG-AMERIKA LINIE	20th inst.
HAVRE & HAMBURG	SCANDIA	Ger. str.	Behren	HAMBURG-AMERIKA LINIE	3rd Oct.
HAVRE & HAMBURG	SUEVIA	Ger. str.	von Döhren	HAMBURG-AMERIKA LINIE	18th Oct.
HAVRE & HAMBURG	BRISGAVIA	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	1st Nov.
HAVRE & HAMBURG	SLAVONIA	Ger. str.	Förck	HAMBURG-AMERIKA LINIE	15th Nov.
HAVRE, LONDON & ANTWERP	SEGOVIA	Ger. str.	G. C. Cundy	SHEWAN, TOMES & CO.	23rd inst.
GENOA, MARSEILLES & LIVERPOOL	MYONETHSHIRE	Brit. str.	Colledani	SANDER, WIELE & CO.	22nd inst.
CRISTE, &c., VIA SINGAPORE, &c.	AUSTRIA	Aus. str.	Colledani	BUTTERFIELD & SWIRE	22nd Oct.
GENOA, MARSEILLES & LIVERPOOL	INDOMENEUS	Brit. str.	Colledani	BUTTERFIELD & SWIRE	22nd Oct.
NEW YORK VIA SUEZ CANAL	CLAYBURN	Brit. str.	Parker	SHEWAN, TOMES & CO.	About 10th Oct.
NEW YORK VIA SUEZ CANAL	HUDSON	Brit. str.	Hudson	STANDARD OIL CO.	To-day, at Noon.
NEW YORK, VIA PORTS & SUEZ CANAL	ATHOLL	Brit. str.	Pybus, R.N.R.	DODWELL & CO., LD.	About 16th inst.
VANCOUVER, VIA SHANGHAI, &c.	E. OF JAPAN	Brit. str.	Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	12th Oct.
VANCOUVER, VIA SHANGHAI, &c.	ATHEANIAN	Brit. str.	Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	19th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN, &c.	PIETAS	Brit. str.	Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	3rd Oct.
VICTORIA (B.C.) & TACOMA VIA JAPAN, &c.	DEUCALION	Brit. str.	Schmidt	BUTTERFIELD & SWIRE	To-day.
PORTLAND, OREGON	ARAGONIA	Brit. str.	Ellie	PORTLAND & ASIATIC CO.	To-morrow, Noon.
AUSTRALIAN PORTS	EASTERN	Brit. str.	Moore	BUTTERFIELD & SWIRE	18th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	CHANGSHA	Brit. str.	Moore	P. & O. S. N. Co.	About 16th inst.
NAGASAKI, KOBE & YOKOHAMA	MANILA	Brit. str.	H. G. H. Lowellen	NIPPON YUSEN KAISHA	21st inst., Noon.
KOBE & MOJI	YAWATA MABU	Brit. str.	A. E. Moses	P. & O. S. N. Co.	To-day, at Noon.
SHANGHAI, NAGASAKI, HIGO & YOKOHAMA	TAMATEI	Ger. str.	H. Feyen	MELCHERS & CO.	To-day, at 10 A.M.
SHANGHAI VIA SWATOW	CHOYSEANG	Brit. str.	H. Feyen	JARDINE, MATHESON & CO.	18th inst., D'light.
SHANGHAI, YOKOHAMA & KOBE	WOOSUNG	Brit. str.	Mecozzi	BUTTERFIELD & SWIRE	20th inst.
SHANGHAI	TRIESTE	Aus. str.	Mecozzi	SANDER, WIELE & CO.	21st inst., P.M.
SHANGHAI	MALTA	Brit. str.	C. L. Daniel	P. & O. S. N. Co.	About 22nd inst.
NINGPO & SHANGHAI	WHAMPOA	Brit. str.	T. Brandt	BUTTERFIELD & SWIRE	22nd inst.
TAMSUI, VIA SWATOW & AMOY	M. STURVE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	15th inst., 10 A.M.
TAMSUI, VIA SWATOW & AMOY	FEITHJOF	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	15th inst., 10 A.M.
ANPING, VIA SWATOW & AMOY	PROVIDENCE	Jap. str.	K. Korneliusen	OSAKA SHOSHEN KAISHA	21st inst., 10 A.M.
SWATOW, AMOY & TAMSUI	THALES	Brit. str.	Crowe	DOUGLAS LAFRAIK & CO.	To-morrow, 3 P.M.
SWATOW, CHEFOO & TIENTSIN	KANSU	Brit. str.	R. Rodger	BUTTERFIELD & SWIRE	26th inst.
MANILA	ZAFIRO	Brit. str.	McArthur	SHEWAN, TOMES & CO.	To-morrow, 10 A.M.
MANILA	EASTERN	Brit. str.	Wheeler	GREY, LIVINGSTON & CO.	To-morrow, Noon.
MANILA	YUENSANG	Brit. str.	T. W. Garlick	JARDINE, MATHESON & CO.	19th inst., 4 P.M.
MANILA	TAMING	Brit. str.	T. W. Garlick	BUTTERFIELD & SWIRE	20th inst.
MANILA	TREMONT	Brit. str.	T. W. Garlick	DODWELL & CO., LD.	About 20th inst.
MANILA, CEBU & ILOILO	SUNGKANG	Brit. str.	R. W. Almond	BUTTERFIELD & SWIRE	24th inst., 10 A.M.
MANILA	RUBI	Brit. str.	E. Fey	SHEWAN, TOMES & CO.	To-day, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	A. APCAR	Brit. str.	E. Fey	DAVID SASSOON & CO.	To-day, at 3 P.M.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"EASTERN," Captain Ellis, will be despatched for the above ports TO-MORROW, the 17th September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 19th August, 1904. 2027

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"EASTERN," Captain McArthur, will be despatched as above TO-MORROW, the 17th September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 27th August, 1904. 2090

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, SUEZ, PORT SAID, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 20th September, 1904, at 1 P.M., the Company's Steamship "ERNEST SIMONS," Captain Bourdon, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSITPASS.

This Steamer connects at COLOMBO with the Australian line ss. "Nero," bound for MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 19th September. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 8th September, 1904. 2

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"CLAVERBURN," Captain Parker, will be despatched for the above port on or about TUESDAY, the 16th October.

For Freight, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 13th September, 1904. 2211

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI, VIA SWATOW AND AMOY	"M. STURVE"	SUNDAY, 18th Sept., at 10 A.M.
ANPING, VIA SWATOW AND AMOY	"PROVIDENCE"	WEDNESDAY, 21st Sept., at 10 A.M.
TAMSUI, VIA SWATOW AND AMOY	"FEITHJOF"	SUNDAY, 25th Sept., at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 3 Des Voeux Road Central.

Hongkong, 13th September, 1904. T. ABIMA, Manager. 115

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila.	Sat. 17th Sept., 10 A.M.
RUBI	2540	R. W. Almond	Manila.	Sat. 24th Sept., 10 A.M.

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 5th September, 1904. 116

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
PLEIADES	3,763	Purinton	Monday, September 19th
SHAWMUT	9,606	W. M. Smith	Saturday, September 24th
TREMONT	9,606	T. W. Garlick	Friday, October 7th
LYRA	4,417	G. V. Williams	Thursday, October 20th

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. TREMONT, 9,606 tons. T. W. Garlick. About 20th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw ss. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 15th September, 1904. 67

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
PRINZ HEINRICH	WEDNESDAY ... 28th September
BAYERN	WEDNESDAY ... 12th October
SACHSEN	WEDNESDAY ... 26th October
ZIETEN	WEDNESDAY ... 9th November
PRINZESS ALICE	WEDNESDAY ... 23rd November
PRINZ REGENT LUITPOLD	WEDNESDAY ... 7th December
PREUSSEN	WEDNESDAY ... 21st December
PRINZ EITEL FRIEDRICH	WEDNESDAY ... 4th January 1905

ON WEDNESDAY, the 28th day of SEPTEMBER, 1904, at Noon, the Steamship "BAYERN," Captain H. Formes, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on Monday, the 26th September. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 27th September, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 17th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 16th September, 1904. 5

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG'S HAIWAI INLAND

SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

PORTLAND, OREGON

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL ON
"ARAGONIA"	5,198	Schmidt	September 16th, 1904.
"NUMANTIA"	4,370	Wagner	October 10th, 1904.
"NICOMEDIA"	4,370	Wagner	October 27th, 1904.
"ARABIA"	4,483	Bahle	November 16th, 1904.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 25th August, 1904. 114

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons. ... WEDNESDAY, 21st Sept.

R.M.S. "ATHENIAN" ... 3,852 Tons. ... WEDNESDAY, 12th Oct.

R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons. ... WEDNESDAY, 19th Oct.

R.M.S. "TARTAR" ... 4,435 Tons. ... WEDNESDAY, 2nd Nov.

R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons. ... WEDNESDAY, 16th Nov.

Hongkong to London, 1st Class ... via St. Lawrence ... via New York ... \$62.

Intermediate on Steamers ... \$40.

and 1st Class Rail ... \$42.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,
AND SUMATRA PORTS.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"ACHILLES"	On 18th September
GLASGOW and LIVERPOOL	"DEUCALION"	On 1st October
GLASGOW and LIVERPOOL	"ULYSSES"	On 8th October
GLASGOW and LIVERPOOL	"JASON"	On 14th October
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 22nd October

HOMEWARDS.

FOR	STEAMERS	TO
GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS"	On 22nd September
LONDON, AMSTERDAM and ANTWERP	"TYDEUS"	On 27th September
LONDON, AMSTERDAM and ANTWERP	"PATROCLOS"	On 11th October
GENOA, MARSEILLES and LIVERPOOL	"PINGSUEY"	On 22nd October
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 25th October
LONDON, AMSTERDAM and ANTWERP	"ULYSSES"	On 28th November

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"DEUCALION"	On 3rd October
	"YANGTZE"	On 1st November

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [10-11]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 19th September
MANILA, SHANGHAI, NINGPO and SHANGHAI	"TAMING"	On 20th September
MANILA, CEBU and ILOILO	"WOOSUNG"	On 20th September
SWATOW, CHEFOO and TIENTSIN	"WHAMPOA"	On 22nd September
	"SUNGKIANG"	On 23rd September
	"KANSU"	On 26th September

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled Table. A duly qualified Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [12]

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO
SHANGHAI VIA SWATOW	"CHOYSANG"	Sunday, 18th Sept. D'light
MANILA	"YUENSANG"	Monday, 19th Sept. 4 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.
For Freight or Passage, apply to—
JARDINE, MATHESON & CO.,
GENERAL MANAGERS. [1888]

SOUTH AFRICAN LINE OF STEAMERS.

FOR	STEAMERS	TO
HONGKONG DIRECT, OR VIA CHIN-WAN-TAO OR CHEFOO, TO DURBAN, NATAL.	S.S. "SWANLEY"	Captain J. P. Dawson
	S.S. "COURTFIELD"	Captain J. W. Martin
	S.S. "CRANLEY"	Captain W. E. Steele
	S.S. "KEBAL"	Captain M. Robertson
	S.S. "ASCOT"	Captain C. E. Cox
	S.S. "TWEEDDALE"	Captain T. M. Milne
	S.S. "LOTHIAN"	Captain J. C. Williamson
	S.S. "INKUM"	Captain E. S. Pearce

For Freight, apply to
GIBB, LIVINGSTON & CO.,
AGENTS. [2030]

FOR	STEAMERS	TO
REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUZ CANAL	"ATHOLL"	16th Sept.
PROPOSED SAILINGS FROM HONGKONG	"SAGAMI"	16th Sept.
	"HINDUSTAN"	8th Oct.

For Freight and further information, apply to
DODWELL & CO., LD.
Agents. [1877]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO
STEAM FOR FRIEDLAND (DIRECT), CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUZ and PORT SAID.	"AUSTRIA"	On 1st October
(Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADEIATIC PORTS).		

* Captain Colledani, will be despatched as above on FRIDAY, the 30th inst. P.M.
For information as to Passage and Freight, apply to
SANDEE, WIELER & CO.,
Agents.
Princes' Buildings.
Hongkong, 3rd September, 1904. [3]

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO SHANGHAI, YOKOHAMA AND KOBE.
THE Company's Steamship
"TRIESTE,"
Captain Meozzi, will leave for the above places on WEDNESDAY, the 21st inst. P.M.
For Freight or Passage, apply to—
SANDEE, WIELER & CO.,
Agents.
Princes' Buildings.
Hongkong, 15th September, 1904. [3]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
The Steamship
"NUBIA"
Captain F. N. Tildard, carrying His Majesty's Mails, will be despatched from this Bombay on SATURDAY, the 24th SEPTEMBER, at Noon, taking passengers and cargo for the about ports in connection with the Company's s.s. "Himalaya," 6,888 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Persia," due in London on the 6th November.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to—
E. A. HEWETT,
Superintendent.
Hongkong, 10th September, 1904. [1]

HONGKONG-MACAO LINE.
S.S. "WING CHAI."
Captain Samuel Bell Smith.
DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.
FARE (week days) 1st Class (including cabin and servant) \$3. Return Ticket \$5.
2nd Class \$1. 3rd Class 50 cents.
On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.
Wharf at the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip Every Sunday, and takes only 3 1/2 hours to reach Macao.
MING ON & CO.,
2nd Floor, 16, Victoria Street.
Hongkong 8th September, 1903. [1]

HONGKONG-CANTON LINE.
THE British steamship
"YING KING,"
Captain E. J. Page, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.
Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M., and returning from Canton every following evening at 5 P.M.
1st Class ... \$3.00 for Single journey
2nd ... 1.50
Meals ... 1.00 each.
The steamer's wharf is at the Western end of Wing Lok Street.
YUK ON S.S. CO., LD.
No. 216, Wing Lok Street.
Hongkong, 27th February, 1904. [7]

NOTICES TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer
"TIENTSIN"
FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo—
From Persian Gulf, ex s.s. B. I. S. N. and E. & P. S. N. Co.'s Steamers.
Goods not cleared by the 20th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 14th September, 1904. [1]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.
STEAMSHIP "ARAGONIA"
FROM PORTLAND (O.), YOKOHAMA, KOBE AND MOJI.
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.
This steamer also brings the Hongkong Cargo ex the Arabia.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected by us in any case whatever.
ALLAN CAMERON,
General Agent.
Hongkong, 9th September, 1904. [14]

NOTICES TO CONSIGNEES

STEAMSHIP "AUSTRALIEN,"
COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE.
CONSIGNEES of Cargo from London ex s.s. Medoa and Gaudina, from Havre ex s.s. Medoa, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, To-DAY, the 14th inst., requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Wednesday, the 21st September, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 21st September, or they will not be recognised.
All damaged packages will be examined on Wednesday, the 21st September, at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 14th September, 1904. [2]

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
CONSIGNEES per Company's Steamer
"PINGSUEY,"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 16th inst.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 21st inst.
No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 21st inst., will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 24th inst., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th September, 1904. [10-11]

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.
FROM MIDDLESBOROUGH, ANTWERP, LONDON AND PORTS.
THE Bucknall Line Steamship
"BAROTSE,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M., To-DAY, the 13th inst.
Goods not cleared before the 20th inst., will be subject to rent.
All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 23rd inst., or claims in connection therewith will not be recognised.
No Fire Insurance will be effected.
NIPPON YUSEN KAISHA,
Agents.
Hongkong, 13th September, 1904. [2222]

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.
THE H.A.L. Steamship
"SUEVIA,"
Captain von Döhren, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before NOON, To-DAY, the 12th inst.
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst., will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 12th September, 1904. [2207]

RUINART PERE & FILS, REIMS
Established 1719,
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTE, WEGENER & CO.,
Sole Agents.
Hongkong, 18th May, 1903. [21]

MAIL TABLES
FOR
1904.
Mounted on Card ... 30 cents
Paper ... 20 cents
On Sale at the Daily Press Office.
Hongkong 5th March, 1904.
NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.
QUEEN ELIZABETH, British ship, C. E. Fulton—Standard Oil Co.
LYNDHURST, British 4-m. barque, Parcell—Standard Oil Co.
KENTMERE, British Ship, T. E. Burch—Standard Oil Co.
E. B. SUTTON, American barque, Johnson—Order.
EVIE J. RAY, American barque, Kestin—Sander, Wierler & Co.

SHIPPING

SHIPPING IN PORT.
STEAMERS.
ANGLO, German str., 1,001, F. Schaefer, 14th September.—Bangkok 1st Sept., Rice.—Butterfield & Swire.
APENRADE, German str., 611, A. P. Ulderup, 14th Sept.—Haiphong 9th September, General.—Jensen & Co.
ARAGONIA, German str., 3,324, B. Schult, 9th September.—Portland (Oregon) 31st July, General.—Portland & Asiatic Co.
ARABATON APCAR, British str., 2,931, E. Fey, 5th September.—Calcutta 20th August, General.—D. Sassoon & Co.
ATAKA, British str., 2,392, J. Park, 18th Aug.—New York 25th June, Petroleum.—Standard Oil Co.
BAROTSE, British str., 2,619, A. Lea, 13th September.—Singapore 6th Sept., General.—Nippon Yusen Kaisha.
BEIGIAN KIMO, British str., 2,153, J. Hayton, 9th September.—Moji 3rd September, Cons.—Bradley & Co.
BREID, Norwegian str., 645, J. Falkman, 23rd August.—Saigon 23rd August, Rice and Flour.—Chinese.
CHINGTO, British str., 1,450, J. Mc D. Howie, 10th September.—Sydney 13th August, General.—Butterfield & Swire.
CHOWFA, German str., 1,052, T. Spiess, 10th September.—Bangkok 3rd Sept., Rice and General.—Butterfield & Swire.
CRANLEY, British str., 2,903, W. E. Steele, 22nd Sept.—Yokohama 14th August, General.—Gibb, Livingston & Co.
CYRUS, British str., 2,174, H. Simmons, 13th September.—Moji 6th September, Coal.—Bradley & Co.
EMPRESS OF JAPAN, British str., 3,439, Hy. Pybus, R.N.R., 7th September.—Vancouver 15th Aug. and Shanghai 4th Sept., Mails and General.—C. P. R. Co.
FOOSHING, British str., 1,423, Thos. Arthur, 7th September.—Saigon 3rd Sept., Rice.—Jardine, Matheson & Co.
GREGORY APCAR, British str., 2,961, J. G. Olliff, 12th Sept.—Calcutta via Straits 28th August, General.—David Sassoon & Co., Ltd.
HUDSON, British str., 2,347, John Burnett, 14th Sept.—Kobe 12th Sept., General.—Standard Oil Co.
INKUM, British str., 3,100, F. Pearce, 27th August.—Saigon 25th August, Ballast.—Gibb, Livingston & Co.
KEONOWAI, German str., 997, Mollerma, 11th September.—Bangkok 4th Sept., Rice and Timber.—Butterfield & Swire.
KOBAT, German str., 1,998, H. Hirbner, 16th August.—Singapore 26th July and Bangkok 8th August, General.—Norddeutscher Lloyd.
LYDIA, German str., 2,734, Girstenbrun, 13th September.—Moji 7th September, Cons.—Osaka Shosen Kaisha.
MACDUFF, British str., 1,881, Robt. Glegg, 13th September.—Moji 8th Sept., Coal.—Dodwell & Co.
M. SERVY, German str., 960, P. Brandt, 14th September.—Tamsui 11th Sept. A moxy 12th and Swatow 13th, General.—Osaka Shosen Kaisha.
PAKARI, German str., 1,018, Damer, 5th Sept.—Bangkok 27th August and Swatow 4th September, General.—Butterfield & Swire.
PINGSUEY, British str., 4,149, Elliston Warrell, 14th Sept.—Liverpool and Singapore 9th Sept., General.—Butterfield & Swire.
OSCAR II., Norwegian str., 2,000, R. Olsen, 13th September.—Kutchinotzu 5th Sept., Coal.—M. B. Kaisha.
PETREARCH, German str., 1,252, C. Ahrens, 14th September.—Saigon 9th Sept., General.—Chinese.
PUTNEY BRIDGE, British str., 2,170, E. R. Robinson, 13th Sept.—Yokohama 26th July, Kerosene Oil.—Anglo-American Oil Co.
RAJASTANI, German str., 1,189, D. Roimars, 14th September.—Bangkok 7th Sept., Rice and Tankwood.—Butterfield & Swire.
RAON, Norwegian str., 795, A. Delekam, 8th September.—Bangkok 2nd Sept., Rice.—Order.
RUBI, British str., 1,611, R. W. Almond, 12th Sept.—Manila 10th Sept., General.—Sheehan, Tomes & Co.
SHAWMUT, American str., 9,606, Smith, 22nd August.—Tacoma 18th July, General.—Dodwell & Co.
SISHAN, British str., 845, A. Jones, 7th Sept.—Saigon 3rd September, General.—Bradley & Co.
STENTON, British str., 4,308, Chas. Jackson, 12th Sept.—Moji 8th Sept., General.—Butterfield & Swire.
TELEMACHUS, British str., 1,340, J. Williamson, 28th August.—Saigon 24th August, Meal &c.—Chinese.
THALES, British str., 924, E. S. Crowe, 14th Sept.—Swatow 12th Sept., General.—Douglas Lapraik & Co.
TIENTSIN, British str., 2,555, C. D. Goldsmith, 14th September.—Bombay, Colombo and Singapore 25th August, General.—P. & O. S. N. Co.
TUNGUS, Norwegian steamer, 1,753, C. L. Halvorsen, 14th Sept.—Moji 8th Sept., Coal.—Melchers & Co.
WOORUNG, British str., 1,126, Dawson, 13th September.—Shanghai 9th September and Swatow 12th, General.—Butterfield & Swire.
YUENSANG, British str., 1,128, Wheeler, 13th Sept.—Manila 10th September, General.—Jardine, Matheson & Co.
ZAFIRO, British str., 1,611, R. Rodger, 5th Sept.—Manila 3rd September, General.—Sheehan, Tomes & Co.

SAILING SHIPS.
BOURBAKI, French ship, 1,710, F. Jean, 6th Sept.—New York 10th May, Petroleum.—Standard Oil Co.
E. B. SUTTON, American barque, 1,248, Johnson, 19th July.—Chefoo 23rd June, Ballast.—Order.
EVIE J. RAY, American bgo, 913, Kestin, 6th August.—Manila 20th June, Timber.—Sander, Wierler & Co.
KENTMERE, British barque, 2,334, Burch, 14th June.—New York 29th January, Kerosene.—Standard Oil Co.
QUEEN ELIZABETH, British ship, 1,700, C. E. Fulton, 23rd August.—New York 19th April, Kerosene Oil.—Standard Oil Co.
TRONATTE, British barque, 949, A. Button, 28th May.—Fremantle 23rd March, Sandalwood.—Gillman & Co.

BRITISH WARSHIPS.
CHEUR, water tank and tug.
ESPIGLE, British gunboat, 1,070, Ernest G. Barton.
HANDY, torpedo boat destroyer, Lieut. E. H. Jellicoe.
ROSALE, sloop, Captain Vivian.
SIRIUS, cruiser, C. H. H. Moore.
TAKU, torpedo-boat destroyer.
TAMAR, receiving ship, Commodore C. G. Dicken.
VIRAGO, torpedo-boat destroyer.

FOREIGN WARSHIPS.
GENERAL ALAVA, American transport, Captain Whitlow.
HOLINA, U.S. gunboat.
ILITIS, German gunboat, 900, Comdr. v. M. Hüllessem.
TITANIA, German cruiser, Capt. Schanke.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.
Alicia, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. O. De Brook, Weihaiwei.
Albion, battleship, 12,950 tons, 16 guns, Capt. Fremantle, Weihaiwei.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Rowland Nugent, Beihai Sea.
Amphitrite, 1st class cruiser, 11,000 tons, 18,000 h.p., Capt. Charles Windham, C.V.O., Weihaiwei.
Andromeda, cruiser, 12,500 tons, Capt. Nelson Ommamney, Weihaiwei.
Astraea, 2nd class cruiser, 4,381 tons, 10 guns, 7,000 h.p., Captain Lionel G. Tufnell, Singapore.
Brumby, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. O. M. Mackin, Weihaiwei.
Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. Thos. D. Pratt, Yangtze.
Centaur, battleship, 10,500 tons, Capt. Fegen, Weihaiwei.
Cressy, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Capt. Henry Ma T. Tudor, Weihaiwei.
Espiegle, gunboat, 1,070 tons, 10 guns, Comdr. Sator, Hongkong.
Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., Lieut. Comdr. C. Asner, Weihaiwei.
Fearless, gunboat, 443 tons, 12 guns, Comdr. Vaughan Lewis, Shanghai.
Glory, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. A. W. Carter, Weihaiwei.
Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.
Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Weihaiwei.
Humber, storeship, 1,840 tons, Comdr. P. M. Rialder, Weihaiwei.
Iphigenia, 2nd class cruiser, 3,600 tons, Capt. Fawcener, Shanghai.
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., Lieut. Comdr. J. A. Gregory, Weihaiwei.
Kinsara, river gunboat, 331 tons, Lieut. Comdr. Christopher P. Metcalf, on Yangtze.
Leviathan, cruiser, 14,100 tons, Capt. Hon. W. G. Sutherland, Weihaiwei.
Moonraker, river gunboat, 180 tons, 2 guns, Lieut. Comdr. G. G. Webster, West River.
Ocean, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain Great, C.M.G., Weihaiwei.
Oter, torpedo-boat destroyer, 350 tons, in reserve.
Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. J. Nicholas, Chemulpo.
Rambler, surveying ship, 583 tons, Comdr. Chas. E. Monro, Labuan.
Rinaldo, sloop, 980 tons, 6 guns, Comdr. D. S. Aubyn Wake, Singapore.
Robin, river gunboat, 55 tons, 2 guns, 240 h.p., Lieut. Comdr. Vaughan, West River.
Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. Thos. Jackson, Hongkong.
Sandpiper, river gunboat, 55 tons, 2 guns, 240 h.p., Lieut. Comdr. L. W. Jones, West River.
Sirius, 2nd class cruiser, 3,600 tons, Capt. C. H. H. Moore, Hongkong.
Ship, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Ernest W. G. Davidson, on Yangtze.
Taku, torpedo-boat destroyer, 260 tons, 6 guns, 5,600 h.p., Weihaiwei.
Tamar, receiving ship, 4,600 tons, 6 guns, Commodore C. G. Dicken, at Hongkong.
Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. E. P. R. Dugmore, on Yangtze.
Terrible, 1st class cruiser, 17,200 tons, 18 guns, 25,000 h.p., Captain Arthur T. Stewart, en route Singapore.
Thetis, cruiser, 3,400 tons, Capt. J. C. A. Wilkinson, Weihaiwei.
Tweed, gunboat, 862 tons, 3 guns, 200 h.p., Lieut. Comdr. R. H. Keate, on Yangtze.

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**GRIMAULT'S
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Asthmatic people who suffer from Oppression in breathing, stinging sensations, Hoarseness, Laryngitis, Colds, who Wheeze, Bronchitis, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.
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Matico Capsules
AND INJECTION**
Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most inoffensive remedy in the treatment of Acute and Chronic Discharges. The Capsules, unlike Capsules, have not the inconvenience of producing Nausea.
MATIO INJECTION is used in recent and
MATIO CAPSULES in the more chronic cases.
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The FLAVOUR is
exquisite.
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